

Amendments to the Claims:

1. (currently amended) An automotive gauge assembly mounting structure engagable to an automotive vehicle interior, the structure assembly comprising:
 - a) a bracket;
 - b) at least one gauge receiving aperture formed in the bracket;
 - c) the aperture defining a plurality of displaceable segments and recesses extending therebetween;
 - d) the segments being displaceable in response to insertion of a the gauge into the aperture for friction-fit engagement of the gauge to the bracket; and
 - e) the a gauge disposed in each gauge receiving aperture, each gauge having a gauge diameter and the each recesses defining an aperture inner diameter, the aperture inner diameter being less than the gauge diameter.
2. (cancelled)
3. (currently amended) The bracket assembly as recited in Claim 1 wherein recesses are provided with a series of radial cuts, the cuts defining additional displaceable segments therebetween.
4. (currently amended) The bracket assembly as recited in Claim 1 wherein the recesses define a cross-shape aperture, having a plurality of displaceable interior segments.
5. (currently amended) The bracket assembly as recited in Claim 1 wherein the recesses define a plurality of outer arcuate recesses and the displaceable segment defines a plurality of displaceable inner arcuate segments disposed intermediate arcuate recesses.
6. (currently presented) The bracket assembly of Claim 3 wherein the radial cuts are of generally equal length.
7. (currently presented) The bracket assembly as recited in Claim 1 wherein the aperture is generally circularly shaped.
8. (currently amended) The bracket assembly as recited in Claim 7 1 wherein the structure comprises two apertures and each one of the apertures is of generally equivalent size.
9. (currently presented) The bracket assembly as recited in Claim 1 wherein the bracket includes three gauge receiving apertures formed therein.

10. (currently presented) The bracket assembly as recited in Claim 1 wherein the segments are equidistantly spaced around the aperture.

11. (currently presented) The bracket assembly as recited in Claim 1 wherein the bracket defines an interior side and an exterior side and the segments are displaceable toward the interior side of the bracket.

12. (currently presented) The bracket assembly as recited in Claim 11 wherein displacement of the segments in response to insertion of the gauges into the aperture deforms the segments.

13. (currently amended) The bracket assembly as recited in Claim 1 wherein the bracket defines an interior side, an exterior side and a surface about the periphery of the aperture, the gauge defining a lip and being insertable through the aperture from the exterior side to the interior side until the gauge lip contacts the surface about the aperture periphery, and the segments being displaceable toward the interior side upon insertion of the gauge for resisting removal of the gauge from the bracket.

14. (new) A method of installing automotive gauges in an automotive vehicle comprising:

providing a bracket having at least one gauge receiving aperture formed in the bracket, the aperture defining a plurality of displaceable segments and recesses extending therebetween, the bracket defining an interior side and an exterior side;

connecting the bracket to an automotive vehicle interior;

extending electrical wiring to the bracket interior side and through at least one gauge receiving aperture;

connecting the electrical wiring to each associated gauge; and

translating the wired gauge to the exterior side of the bracket, and through the aperture, such that the gauge is in friction fit engagement to the bracket, and the wiring is connected to the gauge on the interior side of the bracket.

15. (new) The method as recited in Claim 14 further comprising repeating the steps of extending electrical wiring, connecting the electrical wiring and translating the wire gauges for each of a plurality of additional gauges.